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**Executive Office of Public Safety and Security**

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Secretary

**Ellen J. Frank**  
Executive Director

**IMPORTANT GUIDELINES REGARDING THE FFY 2013 TRAFFIC ENFORCEMENT GRANT**

November 7, 2012

Dear Chief of Police:

The Executive Office of Public Safety and Security (EOPSS), Office of Grants and Research (OGR) Highway Safety Division (HSD) has moved towards a data-driven approach in the development and evaluation of all our federally-funded grant programs. As you may know, beginning last federal fiscal year (FFY 2012), we transitioned the Traffic Enforcement (TE) Grant Program from an open enrollment announcement to a more limited grant award process open only to municipal police departments that met certain crash, crime, and performance measure criteria. Due to the success and funding benefits of last year's program, the FFY 2013 TE Grant Program will follow similar guidelines and eligibility criteria. One minor adjustment has been made regarding how crash data is weighted. This year, the program normalized the crash rate based on state population, not community population.

Funding decisions for each municipality were based upon four criteria: 1) past performance in the TE Grant Program, where applicable; 2) the number of injury crashes between calendar years 2008 and 2010 (plus some preliminary 2011 data); 3) the Part I Uniform Crime Rate (UCR) Offense Data for the community between calendar years 2008 and 2010 and; 4) compliance with the terms and conditions of the OGR General Subrecipient Grant Conditions.

Performance measures examine whether departments that participated in the FFY 2012 Traffic Enforcement Grant Program were able to meet the required minimum of three documented stops per hour, on average, during the three high-visibility traffic enforcement mobilizations. The average number of documented stops per hour was measured by dividing each department's total number of documented traffic stops by the total number of patrol hours. The average number of stops was then weighted by EOPSS/HSD to account for the additional time required by officers to issue a criminal summons, process an arrest, and other time consuming activities.

Injury crash data was collected from the Massachusetts Traffic Records Analysis Center (MasSTRAC). Crime rates were then weighted based on state population. Municipal departments that have failed to report or underreported their crash data to the Registry of Motor Vehicles (RMV) in a timely fashion as required by the General Subrecipient Grant Conditions will be impacted by this funding scheme.

The list of those municipal police departments that EOPSS/HSD will fund upon submission of a new FFY 2013 grant application, along with a breakdown of funding levels, are available on our website at [www.mass.gov/highwaysafety](http://www.mass.gov/highwaysafety). Should you have any questions, please contact Deb Firlit at [Deborah.Firlit@state.ma.us](mailto:Deborah.Firlit@state.ma.us).

Sincerely,



Ellen Frank, Executive Director  
Office of Grants and Research  
on behalf of  
Sheila Burgess, Director  
Highway Safety Division